

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, DEC. 24, 1853.

Our Projected Railroads."

The above is the title of an article in the last Fayetteville Observer, closing with the admission that it has been "very hastily" written—an admission abundantly substantiated by the occurrence of the numerous mistakes and misstatements which it makes with regard to our course and position towards the projected Railroad from Fayetteville to the Mines, in Chatham county.

The Observer commences its article by a remark to the effect that we have taken nearly a fortnight to deliberate before breaking ground on the subject of a Railroad from Fayetteville to the Mines. On turning to our files, we find in our paper of the 8th, an article upon this very subject, referring to the project, and quoting the language of the Observer. That paper of the 2nd, containing the first article upon the subject, reached us on Saturday, the 5th, so that, in fact, only two business days elapsed before we "broke ground on the subject." Between two days and "nearly a fortnight's deliberation," some difference is generally supposed to exist. The Observer had evidently overlooked our first article, in which allusion was made to the project of Charleston to reach the N. C. Coal Mines by means of the North Eastern and Cheraw & Darlington Railroads, with such extension to the Mines as might be necessary; and we farther alluded, in the same article, to the proposed Railroad from Fayetteville to the mines, and the suggestion of the Observer, to make such Road a part of this Charleston scheme. To illustrate this last, we copied from the Observer as follows:

"Now it has occurred to us, that a railroad from this place to the Coal Mines may be made part of this Charleston scheme. This town is but little out of a direct line between the terminus of the North Eastern road and the Coal Mines. And if we build 40 miles of road, Charleston may be said to be saved that many more. A road of five or six miles would unquestionably lead to the completion of the long projected and much desired road from this place to Raleigh. And thus we should be brought into connection with the great Northern and Southern railroads, and that too by the shortest route from North to South."

In commenting upon this, we evinced no feeling of opposition to the Rail Road from Fayetteville to the Mines, or to any other project which the people of Fayetteville might conceive to be promotive of their interests or prosperity. We merely remarked that "the bearing of these things upon the prosperity of our route was obvious, and need not be commented upon; neither was it necessary or proper for us to offer any suggestions upon the subject. We had called the attention of our readers to it, and many of them were infinitely more competent to grapple with it than we."

That these projects would have an important bearing upon the prosperity of our town and route is plain, and we could not have failed to call attention to them without being guilty of a palpable neglect of duty to those interested.

In a subsequent article upon the subject of "Internal Improvements," which the Observer quotes as having been written with especial reference to the Charleston project, we do deprecate the absorption of the capital and energies of the State by the creation of rival lines through her, from North to South, while her Eastern and Western sections stand isolated from each other, without means of communication or facilities to bring the produce of the West to market, or to afford the East the advantage of the commerce arising from the transfer and shipment. Properly speaking, there is no line, either made or authorized, connecting the East and West, while through her from North to South, there will shortly be two lines, and two others vehemently sought after. We believe with the Observer, that there is unbounded room for improvement, but we also believe that Railroads can no more dispense with the rules of common prudence, than can any other business, and hope to escape the penalty. We do not think there is business enough for four competing lines running through the State; nor do we think it the policy of the Legislature to encourage the making of such, while the real evil is for want of connection with the seaboard.

If the Observer understands us as being in any way opposed to a charter for a road from Fayetteville to the mines, it is much mistaken. If in the Legislature, and it up, we would vote for it. It is further mistaken in supposing that our hint about a road from Faision's to the mines was intended for the purpose of defeating Fayetteville. It was simply to point out a certain resource for reaching the mines without any further legislation, upon capital which could easily be sold.

We agree with the Carolinian of Saturday, that there is no sort of use in any wrangling between Wilmington and Fayetteville, nor do we think there will be any need of a Railroad further down than Fayetteville, the Cape Fear River being fully competent for the Con toll. As for Charleston competition, it would seem almost as if nothing but insanity could suppose it feasible, or anything but opposition to us who have induced anybody to build projects upon it so easily as the Observer has done.

North Carolina.

The present session of the Legislature is virtually at an end—certainly so, so far as any further action on the subject of Internal Improvements is concerned. With the exception of some unimportant plank road charters, nothing whatever has been done or will be done at this session. Eighty thousand dollars have been appropriated to the Cape Fear and Deep River Navigation Company, this being the proportion of the State's subscription to its increased capital, as authorized by the same bill. Not another cent has been appropriated.

All the Railroad projects, for extending the Central Railroad East to Beaufort Harbor, or West to the Tennessee line, have failed for the present—they will be carried through sometime in spite of opposition, but considerable delay may be anticipated.

The Raleigh and Gaston Road of 80 to 90 miles—the Central Road 220 miles, and the Wilmington and Raleigh of 160 miles, and a short Road connecting the Raleigh and Gaston with the Petersburg Road, are the only roads exclusively within this State. About 60 miles of the Wilmington and Manchester, 16 to 20 of the Charlotte and S. Carolina, as well as portions of the Petersburg and Weldon and Portsmouth and Roanoke Roads are in this State, the balance in Virginia and S. C. The aggregate amount of plank road constructed and in course of construction is about 280 to 300 miles. Assessed value of property real and personal \$220,000,000. State Debt at present existing or to be created within a short time for Central Rail Road and other works, about \$4,000,000.

Population 884,000—eight Representatives in Congress.

The new steamer Zephyr, as we learn from the Fayetteville Carolinian, made her first trip up to that place on Wednesday last, in 14 hours, as calculated she would do, against a heavy current, the boat stopping several times for the purpose of putting

The Legislature.
It would seem that our State Legislature has got itself into a pretty snarl, and finds no way to get out of it. The probabilities are strong that much, even of the indispensable business of the session, will be left in an unfinished state; and perhaps all the unnecessary expense and inconvenience of an extra session be incurred.

Of course, no election for Congress, nor for the next Legislature, can be made, unless the Legislature pass the proper apportionment bills; nor can the Judicial business of the State be properly transacted with a vacancy existing upon the Bench of the Superior Court.

The Senatorial election has been the great stumbling-block in the way of the transaction of business. Mr. Dobbins was unquestionably the choice of more persons in the State than any other man, and his selection as the candidate of the majority-party ought to have secured his election. That it has not done so is a matter of deep regret to all—of weighty responsibility to some. Whether Mr. Dobbins, or indeed any other man can now be elected is more than questionable, and it only remains for us to hope that at least the imperatively necessary bills will be passed, and an extra session be not entailed upon the State.

Both Houses have agreed to adjourn on Christmas morning.

Health of Mr. King.—We regret to learn from Washington City, that the health of Hon. Wm. R. King, President of the Senate, and Vice President elect, is very precarious, so much so, indeed, that he has, for some days past, been unable to attend the sessions of the Senate; and that he has been forced to modify its rules, so as to allow bills to be sent to his room for his signature, he being altogether unable to leave it. It is feared that he may never live to be Vice President. We trust, however, that good nursing and prudent may yet disappoint such fears.

Suicide in Sampson County.

We learn from a Sampson correspondent, that Mr. Robert Joyner, of that county, shot himself on the 15th inst., at his residence, and in an instant was in eternity. Mr. Joyner was about 40 years of age. No particulars are given, nor is any cause assigned for the commission of this rash act.

On the fourth page we find Leonard Scott & Co.'s Advertisement of their re-print of the four leading British Reviews and of Blackwood's Magazine. The Edinburgh Review is the leading whig, and the London Quarterly the leading Tory organ. The Westminster the ultra-Radical and the North British partakes somewhat of a religious character, but able and learned upon all topics. Blackwood has long been known as the prince of magazines.

Collectively they are worth far more than the cost of subscription, and are invaluable to any person desirous of keeping up with literature, opinions and events in Europe. Indeed they are the only affairs printed out of our own State which we would advertise with it than we."

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NORTH CAROLINA LEGISLATURE.

RALEIGH, Dec. 18th, 1852.
From our Regular and Special Correspondent.

MR. JOURNAL.—A. W. Burton, Esq., was elected Solicitor for the 7th Judicial Circuit, over Burgwin S. Gaither, Whig, by one vote.

Mr. R. M. Saunders introduced a bill in the House to-day, for the extension of the Central Road East. He took this occasion to defend himself from the Virginia and Washington letter writers—he bore down pretty severely upon them; and referred to the press of this State for his vindication upon this subject, which he had made up to him by this side for the Express. He disengaged himself from the effects of the press, caused confusion and distraction for ten weeks in the Democratic ranks, remains to be seen—he has not, in the estimation of his many admirers heretofore, "done anything" to change their views, which have matured during the month just gone. For one, I am ever willing to accord to the Honorable gentleman the highest praise for his services heretofore rendered the party, but I can never forget the crazy position in which he has, by his eagerness for office, gotten us this winter!

The bill regulating the pay of jurors in Brunswick County, passed its third reading in the Senate.

The bill for the better regulation of the town of Whiteville City passed its third reading. A number of bills introduced by the Board of Health and Charitable Societies were read and laid aside.

The bill to attack a portion of Yadkin to Forsyth County, was rejected on yesterday to increase the capital stock of the Commercial Bank, was reconsidered and laid on the table; it will pass its next reading. The bill to incorporate the Greensboro' and Deep River Plank Road Company, passed its third reading.

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The Twaddle about Slavery.

Certain milk and water gentlemen of the South have of late years been edifying Northern hearers and Southern grandmothers, with woful expressions somewhat after the following stanzas:

"Slavery is a great sin;
It's not opposed to civilization,
But as long as the negro is within
The borders of this mighty nation,
He should not be free;
Transport him beyond the sea."

This is the song, sang with a nasal twang, to catch Northern ears. Late various politicians have been going to the singing school of abolitionism to learn the "do, re, mi, fa, so, la," of this beautiful ditty. Late, too, the distant echo thereof has been heard in Texas. Now we say for the final satisfaction of all concerned that there is no more chance of Western Texas becoming a Free State than of the "Cotton Plant" advocating trade with New York.

Mark you politicians. How suddenly he has become "national!" Why? Mark you Senator. How soon his heart has become large enough for the "whole country?" Why? See that elaborate individual who has been alluded to by a Vermont paper, as possessing "sound views"—how soon he becomes cautious! Why is all this? The South is the weaker power, and she is in a most excellent position to be betrayed. Does the cap fit any one? We do not know, but it is revolting to witness the abjectness of those, who would sell their birth-right for a mess of porridge.

The non-slave division of the Texas will demonstrate for the hundredth time, that even the non-slave holders regard the "peculiar institution" as a blessing. This mawkish "small-nile" "necessary evil" is all stuff. It is so in regard to Texas, and any one taking any interest in the subject will soon satisfy himself that we are right. The institution of slavery is a blessing from New York, though it may not in reality have a sufficient foundation, still caution on the subject may not be improper.

I am informed that George Harden, Jas. Kilty, one Rice, of Dutchess county, and a fourth person, whose name is not noted, are pursued a very considerable reward if they will seize your person and conduct you to New York.

The places to which these fellows resort, (together with Richard Smith, son of Claudius Smith,) and Isaac Sissio, a mulatto, who are both traveling the country, are at Patrick McDonald's, above the Highland, Mathew's, and his father's, at Coleman's, up to Richard Smith, and at the Rumneys' one or both; whom as brothers by law to Claudius Smith.

Your Excellency will judge of the propriety of having these paces watched, as also John Heffering at Murder's Creek, who it is said serves as a pilot to convey people from McDonald's thro' the mountains, below Soverene's tavern, on their way to New York.

With wishes for your personal safety, I am, with great esteem,

Your Excellency's
Most ob't humble serv't.

G. WASHINGTON.

Our readers are already aware that a number of Frenchmen headed by one Count Bouillon, have beaten the Mexican General Blance, seized upon Sonora, and formally annexed it to France. This proceeding seems to have been an outrage, justified by no circumstance whatever. Bouillon had been employed by the Mexican Government, according to some accounts, to make war on the Apaches. He succeeded in driving off the Indians from a circuit of fifty villages, when he was called upon by the military commandant of Sonora, who certainly, we should suppose, was his superior officer, inasmuch as he was acting under the orders of Mexico, to render an account of his proceedings. Instead of obeying, he issued a proclamation, in which he threatened to punish the commandant (Blanco) and advised the inhabitants to remain neutral. As he had a force strong enough to accomplish his purpose, Seizing on a train of mules which had been sent to the Apache country, with provisions for the Mexican Army, continued his march to Arispe. The report that a battle had been fought, in which Blanco had been routed, and that the conqueror had annexed the State of Sonora to France, seems to be unquestionably true.

That France cannot hold this acquisition, we hold to be indisputable. She has not held any colony, with the exception of a few insignificant West India islands, and Algiers, beyond the sea, nor will she ever be able to hold them, without the consent of this country and Great Britain, and that consent, so far as Sonora is concerned, she never will get. Look at the possessions which she has either lost in war, or been obliged to sell, to keep them out of her enemy's hands.

Where is Canada? Where is Louisiana? Where is St. Domingo? Where is Egypt? Where is the Isle of France? Where are their settlements in the East Indies? How shall she be enabled to keep even Algeria, after declarations of war against Great Britain?

The French are a gallant people, as their whole history amply testifies. They are, indeed, the most extraordinary military nation since the Romans. The Terry Statesmen in the time of Queen Anne, happened to say in the British House of Lords, while speaking on a certain bill under discussion, that he had proposed last winter this bill would be attempted in the present session, and he now, was sorry to find, he had proved a true prophet. Lord Coningsby, who spoke after Atterbury, and always spoke in a manner designed to the House to remark that one of the Right-Honorable had set himself forth as a prophet; but, for his part, he did not know what prophet to liken him to, unless that furious prophet Balala, who was reproved by his own ass.

Atterbury, in reply, with great wit and caress, exposed this rude attack, concluding thus: "Since the noble lord has discovered in our manners such similitude, I am content to compare to the prophet Balala; but, my lords, I am at a loss how to make out the other part of the parallel; I am sure that I have been reproved by nobody but his lordship." King's Message.

A singular confirmation of Scripture is mentioned in a late communication from Dr. Wright, of the Nestorian mission to the American Board, and a letter from Persia to a gentleman in Boston, announcing wonderful discoveries made by the Commission employed to run a boundary line between Turkey and Persia. They had discovered the ruins of an ancient city of Shushan, on the wall of which were many inscriptions, copies of which they secured. The marble pillars and pavements, as described in Esther, (the pavement of the colors named,) still exists. On the tomb near by, supposed to be that of Daniel, is sculptured the figure of a man bound hand and foot, with a huge lion in the act of springing upon him.

The Persian arrow heads are found upon the palace and its tombs. Glass bottles elegant as those placed upon the toilet table of the ladies of our day, have been discovered, with other indications of art and refinement. Also a quantity of ancient coin.

MANA, reported lately to have been seized by the French, and to be appropriated by them as a naval station, situated in the northeastern portion of the island of Hatti, between the parallels of 19 and 20 north, and 69 and 70 west from Greenwich. Judging from its appearance on the map, it must be the most desirable location for a naval depot which the whole island affords. We shall probably hear something more hereafter of this new French "appropriation."—Alexandria Gazette.

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THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, DEC. 30, 1852.

Authorized Agents for the Journal.
James M. BARNES, Tarboro; Edgecombe Co., N. C.
JOSEPH R. KESTER, Bladen county.
JAMES H. MERRIMAN, Gravelly Hill, Bladen Co.
S. BARNES, Black Creek, Wayne county.
LEWIS JONES, Pink Hill P. O., Lenoir county.

The French in Mexico and Hayti.

Attention has been directed to the movements of the French in this Hemisphere, by their occupation of the port of Samana, in the Dominican portion of the Island of Hayti, occurring simultaneously with the strange operations of a Count Boulbon, in the Mexican State of Sonora, who at the head of a set of French miners and adventurers, has overthrown the Mexican authority, and declared the State independent, and annexed to France.

That point has not yet been reached in the tortuous policy of Louis Napoleon, when he considers it convenient to allow the Sonoran movement; but there can be little doubt that when that point is reached, the arrival will be made, coupled with an attempt to profit by it as a means of establishing a French foothold on the Pacific—perhaps less with a view to a participation in the mineral wealth recently developed, than for the purpose of acting as a check upon American extension in that quarter, by the introduction of the European “balance of power” upon this Continent, and with the further object, as hinted by the New York Times, of closing a against us the only feasible railroad route to the Pacific.

But the French establishment in Hayti has a deeper and more immediate significance, since it is unquestionably the act of the French Government.

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It is not denied that the possession of a favorable point for watching Cuba, was one of the motives in occupying this position. France, Spain and England, it seems, have a treaty about Cuba, and from this Dominican port, the French want to watch any American movement against that island. It is known that, in the French part of the island, now forming the Empire of Hayti, the negroes arose and murdered all their masters and families who did not make their escape out of the island. In the Spanish portion the case was different. After various transfers, it became independent of Spain, but there was no servile insurrection—not did the whites leave the country—there being still whites among the Dominicans—although the majority are of mixed races. As might be expected, the institutions, education and state of society, are far in advance of what they are in the negro portion; but the Dominican population is small, compared with the Haytian, and the Republic is, and has been, constantly harassed at attempts on the part of its black neighbor to subjugate it. Indeed, His Sublime Blackness, Faustin I., avows his determination to bring the whole Island under his dominion. It is from these attacks that the Dominicans have sought protection, and the application for such protection is the excuse alleged by France for her presence there.

Whether the United States will or will not submit to these French settlements is hardly, in our opinion, a matter of question. Were she to do so it would be contrary to her avowed determination and policy from the days of Mr. Monroe downwards, no less than with the feeling and spirit of her people at the present time. Nor would this feeling be lessened by knowing that these movements were made out of spirit of hostility to her, with a view to restrain her progress and place barriers in the way of her legitimate extension.

To forestall big war and important results as likely to flow from every trifling occurrence is the height of absurdity, but still there are events, significant in themselves, and rendered more so by the peculiar character and position of their instigators which it would be folly to slight. Such events, we conceive, are those to which we have referred—such is the character and position of Louis Napoleon. While nothing may grow out of them, much may also grow out of them. Time alone can show.

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NORTH CAROLINA LEGISLATURE.

From our Regular and Special Correspondent.

RALEIGH, Dec. 14, 1852.

Dear Journal.—The two Houses of the Assembly balloted for three Trustees of the University, without effecting a choice.

There seems to be a determination on the part of the members to adjourn next Wednesday, 22d;—a more radical set I have heard speak.

The Atlantic bill, C. B. Baird's has been before the Senate nearly the whole of to-day. Mr. Hoke's amendment to appropriate \$2,000,000 for the extension West was rejected. Mr. T. F. Jones then proposed an amendment to the 34th section, which sprung up a heated debate between Messrs. Gilmer, Joyner, Washington and Bynum—particularly between the two former. Mr. Joyner opposed with all his might the bill; Mr. G. advocating. The Senate was in session until after six o'clock, considering the question.

The House postponed indefinitely the bill to establish a Board of Correction—Penitentiary; besides this, but little was done.

The bill to amend the charter of the Cape Fear and Deep River Navigation Company passed the Senate a second time.

The bill to provide for the location of the county seat of Madison county, passed its third reading; also the bill providing for the improvement of a road in Gaston county.

The House exhibited great anxiety to go into an election of a U. S. Senator to-day. The Senate would not concur, for very good reasons!

The Committee on Propositions and Grievances reported favorably on the bill to amend the charter of the Neuse River Navigation Co.

The bills to incorporate two Plank Road Companies in Edgecombe county, were reported from the Corporation Committee, with a recommendation to pass.

The Governor gives his annual levee to-night. A very large company will be—and is—in attendance. Whigs, as well as Democrats, are fond of the Governor's company—he is a popular man, against the wishes of those who have some influence on all other subjects.

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